



AGENDA

WESTMINSTER TRAFFIC COMMISSION

CITY COUNCIL CHAMBERS - 8200 Westminster Blvd.
Tuesday, April 24, 2012 - 6:00 PM

I. OPENING

- A. Salute to the Flag
- B. Roll Call: **Commissioners: Carey, Cruz, A. Nguyen, L. Nguyen & Robbins**
- C. Approval of Minutes – April 24, 2012

If a challenge is made by any party in court from actions arising out of items under consideration, you may be limited to raising only those issues you or someone else raised at the meeting described in this notice or in written correspondence delivered at the meeting or prior thereto.

II. ITEMS TO BE CONSIDERED

- A. Election of New Chairperson and Vice Chairperson
- B. T.C. 79-111
Request to Install All-Way Stop Signs at the Intersection of Chinook Avenue and Cascade Street (Currently a Two-Way Stop)
- C. T.C. 74-186
Update of the Engineering and Traffic Surveys for Bolsa Chica Road between Garden Grove Boulevard - Rancho Road, Westminster
Boulevard between Bolsa Chica Road - Springdale Street, and Bolsa Avenue between Beach Boulevard – Magnolia Street

III. NEW BUSINESS

IV. OLD BUSINESS

V. INFORMATION AND REPORTS

VI. ORAL COMMUNICATIONS

VII. WRITTEN COMMUNICATIONS

VIII. ITEMS COMMISSIONERS/STAFF MAY WISH TO DISCUSS

IX. ADJOURNMENT

Any writings or documents provided to a majority of the Traffic Commission members regarding any item on this agenda will be made available for public inspection at the public counter at City Hall located at 8200 Westminister Blvd., Westminister, CA during normal business hours.

DECLARATION: This agenda was posted on the Bulletin Board outside of the Council Chambers, where completely accessible to the public, at least 72 hours in advance of the Traffic Commission.



Veronica Johnson, Secretary

Any writings or documents provided to a majority of the Traffic Commission members regarding any item on this agenda will be made available for public inspection at the public counter at City Hall located at 8200 Westminster Blvd., Westminster, CA during normal business hours.



WESTMINSTER TRAFFIC COMMISSION

Minutes of the Regular Meeting

City Council Chambers, 8200 Westminster Blvd.
Tuesday – April 24, 2012 at 6:00 pm

CALL TO ORDER A regular meeting of the Westminster Traffic Commission was called to order by Chairman A. Nguyen on Tuesday, April 24, 2012 at 6:09 p.m. in the City Council Chambers, 8200 Westminster Boulevard, Westminster, California.

SALUTE TO FLAG Commissioner Carey led the members of the audience in the Salute to the Flag.

ROLL CALL **Commissioners Present:** Andrew Nguyen, Diana Carey, Linh Nguyen, and Gilbert Cruz

Commissioners Absent: Ken Robbins

Staff Present: Adolfo Ozaeta, Associate Civil Engineer; Corporal Lauderback and Lieutenant Vu, Police Department and Veronica Johnson, Secretary.

APPROVAL OF MINUTES The minutes of the Traffic Commission's regular meeting of January 31, 2012 were approved on a motion by Commissioner Carey, seconded by Commissioner L. Nguyen (3-0), with Vice Chairman Robbins being absent and Commissioner Cruz abstaining.

ITEMS TO BE CONSIDERED The first item to be considered at this evening's meeting was the Election of a New Chairperson and Vice Chairperson

ELECTION OF CHAIRPERSON The election of a New Chairperson and Vice Chairperson was deferred to the next meeting due to a lack of a full Commission on a motion by Commissioner Cruz, seconded by Commissioner Carey (4-0) with Vice Chairman Robbins being absent.

T.C. 77-142 Bishop Avenue The second item to be considered was T.C. 77-142-Request for On-Street Disabled Parking at 8701 Bishop Avenue.

Mr. Ozaeta informed the Commission that he had received a written request from Mr. Tomas Sanchez of 8701 Bishop Avenue requesting the on-street disabled parking. Mr. Sanchez's son has special needs which required him to purchase an oversized vehicle to be able to transport him in his wheelchair. The van does not properly fit in the

driveway and it is therefore necessary to park the vehicle in the street.

The City of Westminster's Standard Plan requires that residential streets with parking be a minimum of 36 feet wide and each approach shall consist of a ten foot travel lane with an eight foot curb parking lane. Mr. Sanchez's oversized vehicle is 94 inches wide; fitting with the eight foot parking lane required. There would be no impact to parking in the neighborhood.

STAFF'S

RECOMMENDATION Staff's recommendation was for the approval of the installation of on-street disabled parking at 8701 Bishop Avenue.

Chairman A. Nguyen opened the public hearing.

Tomas Sanchez, 8701 Bishop Avenue, spoke in favor of the installation. With the help of Mr. Ozaeta's translation, Mr. Sanchez expressed his need to park a small bus in order to transport his son, who has Spina Bifida, to and from medical appointments and in case of emergencies. Mr. Sanchez also explained that he had previously written a letter to OCTA for their assistance and they were unable to accommodate him. He also had enlisted the services of a medical transport, but they would show up late or sometimes not at all. There are times he needs to transport his son quickly and would be unable to wait for an ambulance.

Chairman Nguyen questioned if it was legal to park this type of vehicle in the street and what would happen on street sweeping days. Corporal Lauderback replied that the vehicle would still need to move on street sweeping days, as far as being legal, further investigation would have to take place.

Commissioner Carey mentioned that she had driven the subject area about 10am on a Saturday. She did not see any problem with vehicles being about to pass by the oversized vehicle. She did mention a palm tree in the parkway that might cover a sign if placed.

Commissioner Cruz inquired how the vehicle compared to a regular parking space; will the City be notified if the space is no longer needed; and is the resident aware that an on-street disabled parking space would not be for the exclusive use of the homeowner. Mr. Ozaeta replied that the vehicle in question fits within the standard parking

block and the resident was aware that the space is open to all people with a disabled parking placard; the resident was not concerned about it. He further noted that he did receive two phone calls about the item but they were questioning the location and were not opposed. Ms. Johnson added that every two years, staff sends out letters to all residents that have been granted an on-street disabled parking space to inquire if it is still needed; those that are not, are removed.

The question was raised about what the Municipal Code was in regards to parking an RV on the property. Mr. Ozaeta responded that he would inquire about that.

Commissioner L. Nguyen questioned if an owner of an RV could park in front of their home. Lieutenant Vu answered that in accordance with the new parking ordinance they would be in violation.

Commissioner A. Nguyen commented that large vehicles block visibility, what if the neighbors complain about sight visibility. Mr. Ozaeta responded that there are no height limitations or any mechanism to enforce height limitations. Lieutenant Vu added that a regular vehicle would impact sight visibility out of a driveway the same as a large vehicle. Commissioner Carey further added that the neighbor's driveway is far enough away that sight visibility should not be impacted.

MOTION

Commissioner Cruz moved to approve staff's recommendation to install on-street disabled parking at 8701 Bishop Avenue, seconded by Commissioner Carey.

VOTE

The motion was carried by a 4-0 vote, with Vice Chairman Robbins being absent.

ORDINANCE 2493

Lieutenant Vu gave a brief overview of the new parking ordinance that was approved by Council. The four main points were:

- Vehicles could only park on City streets for 72 hours and would then have to move a minimum of 350 yards.
- RVs are allowed to be in City streets for 24 hours only if they are loading or unloading.
- Non-motorized trailers must be attached to a vehicle and must move once loading or unloading is complete.
- Large/Oversize vehicles, except public transportation and RVs (for 24 hours), are prohibited from parking on City streets except while they are in the process of making a delivery.

NEW BUSINESS

There were no "New Business" items presented to the Commission at tonight's meeting.

OLD BUSINESS

There were no "Old Business" items presented to the Commission at tonight's meeting.

**INFORMATION
& REPORTS**

Commissioner Carey gave an update on the I-405 project. She stated that they are currently reviewing the Environmental Report and are scheduling public meetings mid April to June.

**ORAL
COMMUNICATIONS**

Commissioner L. Nguyen asked if there was a general plan for billboards in the City. Mr. Ozaeta said he would inquire and inform him of the answer.

**WRITTEN
COMMUNICATIONS**

There were no "Written Communications" items presented to the Commission at tonight's meeting.

**ITEMS
COMMISSIONERS
MAY WISH TO
DISCUSS**

There were no "Items Commissioner May Wish To Discuss" items presented to the Commission at tonight's meeting.

**ITEMS STAFF MAY
WISH TO DISCUSS**

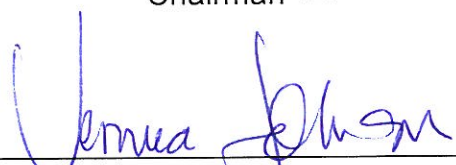
There were no "Items Staff May Wish to Discuss" items presented to the Commission at tonight's meeting.

ADJOURNMENT

There being no further business to come before the Commission at this time, the meeting was adjourned at 7:09 p.m.

Respectfully Submitted,



Andrew Nguyen
Chairman

Veronica Johnson
Secretary

May 29, 2012

TO: Traffic Commission

SUBJECT: T.C. 79-111

Request to Install All-Way Stop Signs at the Intersection of Chinook Avenue and Cascade Street (Currently a Two-Way Stop)

RECOMMENDATION:

That the Traffic Commission deny the request for all-way stop signs at the intersection of Chinook Avenue and Cascade Street. The intersection would remain stop-controlled along Cascade Street only.

DISCUSSION:

Staff received a written request from Ms. Natalie Mercado (6182 Chinook Avenue) to install all-way stop control at the intersection of Chinook Avenue and Cascade Street. Ms. Mercado is concerned with speeding along Chinook Avenue and the safe crossing of pedestrians at the subject location.

A similar request was presented to the City of Westminster Traffic Engineering Division in March 2009, by Ms. Miller, for the installation of all-way stop signs at the intersection of Chinook Avenue and Cascade Street. This matter was considered by the Traffic Commission on May 26, 2009; the request was denied. Instead the "25 MPH" speed limit advisory signs and the "Radar Enforced" signs were installed as speed deterrents.

Staff performed several site visits to observe the traffic conditions of the streets in question, researched the accident records, performed speed surveys and conducted traffic counts at the study intersection as part of the engineering analysis.

Exhibit A illustrates the traffic control devices currently in place throughout the study area. The intersection of Chinook Avenue and Cascade Street is currently uncontrolled along Chinook Avenue and stop-controlled along Cascade Street.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) Guidelines recommend that the following criteria be considered for a multi-way stop sign installation:

- A. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation.
- B. Minimum Volume
 1. The total vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 2. The combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approaches (total of both approaches) average at least 200 vehicles per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.
- C. If the 85th percentile speed of the major street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values in Criteria B.

- D. Where no single criterion is satisfied, but where Criteria A and B are both satisfied to 80 percent of the minimum values; Criteria C is excluded from this condition.

There have been no reported accidents at the intersection of Chinook Avenue and Cascade Street since the year 2007, according to police records. A total of 5 accidents are required by the CA MUTCD before a traffic control device is warranted.

The total traffic volume at the intersection does not warrant the installation of all-way stop signs. Based on traffic counts collected by the Traffic Engineering Division, it was determined that neither street services a significant number of vehicles as defined by state/federal guidelines. The single highest hourly volume at the intersection of Chinook Avenue and Cascade Street is 166 vehicles, only 33% of the minimum required hourly volume. A minimum of 500 vehicles per hour for any eight hours of a day are required by the CA MUTCD.

The 85th percentile speed along Chinook is approximately 34 miles per hour; 9 miles per hour higher than the posted speed limit of 25 miles per hour. Neither street exceeds the critical speed of 40 miles per hour established by the CA MUTCD.

Based on the CA MUTCD, the decision to install multi-way stop control is based on an engineering study. Stop signs should not be used for speed control, but when installed, should be installed in a manner that minimizes the number of vehicles having to stop.

Many believe that installing a stop sign at an intersection will control speed along the roadway. Studies have shown that unwarranted stop signs can actually create other problems both at the intersection and along the roadway. When unwarranted stop signs are used, drivers must stop more frequently. Thus, they tend to drive faster between intersections in order to save time. Unwarranted stop signs also encourage disobedience and the use of alternate, inadequate routes.


The intersection of Chinook Avenue and Cascade Street does not meet the warrants for all-way stop control. Staff recommends that the Traffic Commission deny the request for all-way stop signs.

Residents were notified of tonight's meeting.

Respectfully submitted,


Marwan Youssef, Ph.D., P.E.
Public Works Director/City Engineer

By:


Adolfo Ozaeta, P.E., T.E.
Traffic Engineer

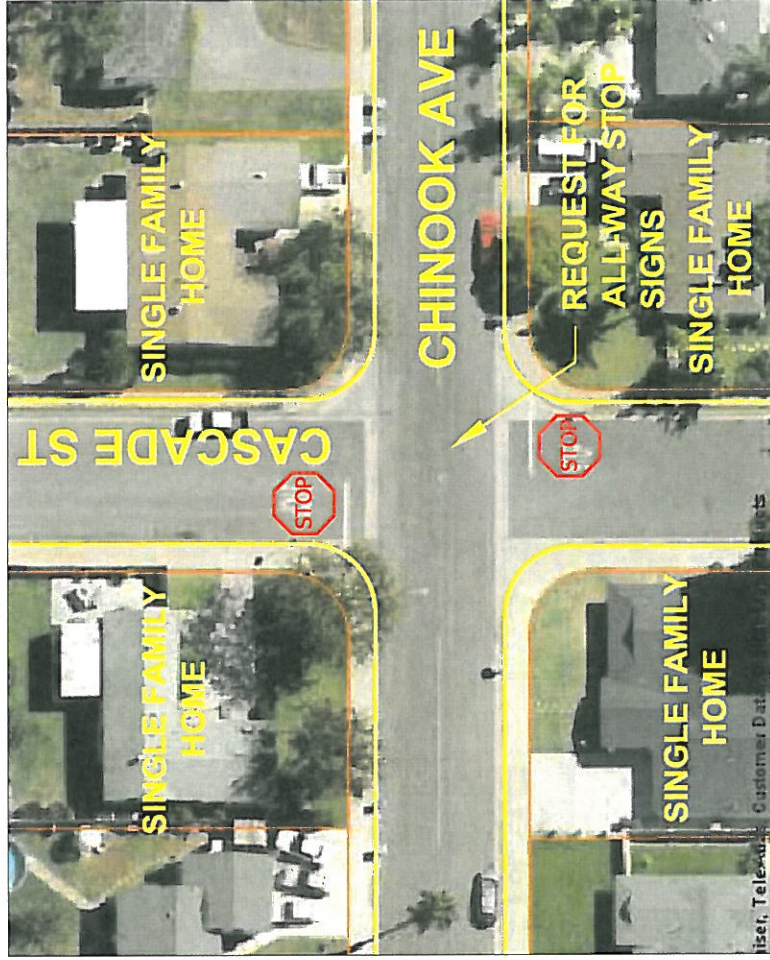
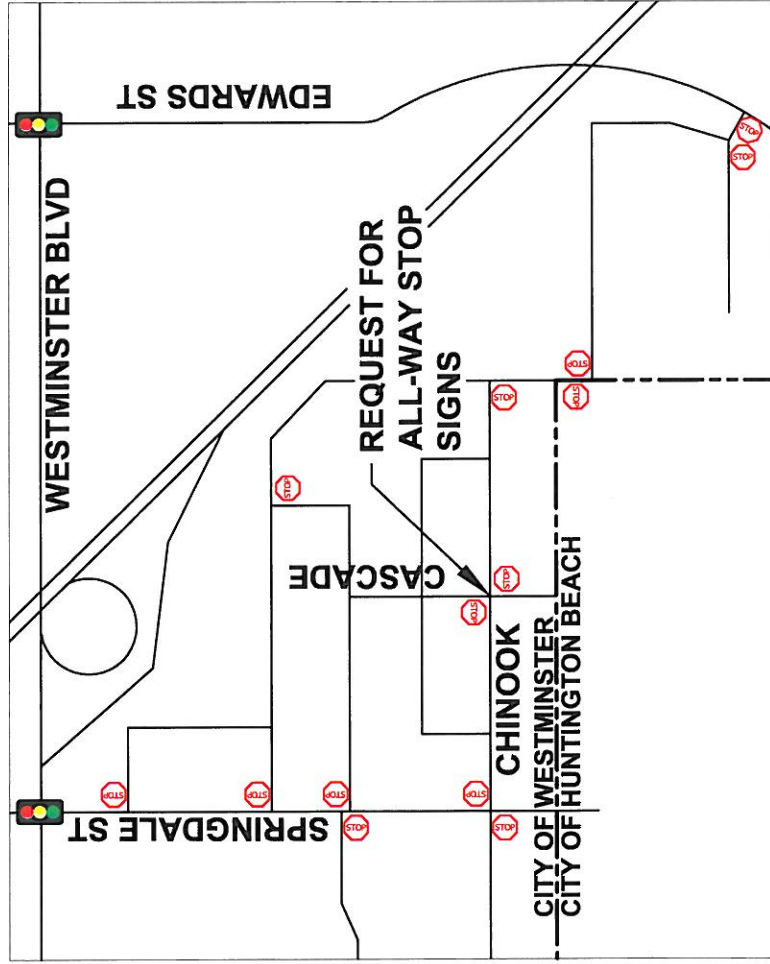
Attachments:

Exhibit A, Traffic Count Summary
Radar Speed Distribution Sheet
Traffic Collision History Report
All-way Stop Warrant Analysis Worksheet
Request Letter/Petition



NOT TO SCALE

REQUEST FOR ALL-WAY STOP SIGNS CHINOOK AVENUE AND CASCADE STREET



TRAFFIC ENGINEERING DIVISION

Drawn by: H. PHAM
May 29, 2012

EXHIBIT A



SIGNALIZED INTERSECTION



STOP SIGN CONTROLLED APPROACH

Chinook Avenue and Cascade Street Traffic Count Summary - Peak Day

Date	Time	Cascade Street			Chinook Avenue			Total
		Northbound	Southbound	Total	Eastbound	Westbound	Total	
5/16/2012	03:00 PM	23	8	31	78	57	135	166
5/16/2012	07:00 AM	17	24	41	80	25	105	146
5/16/2012	04:00 PM	14	12	26	62	54	116	142
5/16/2012	05:00 PM	12	12	24	66	44	110	134
5/16/2012	02:00 PM	22	14	36	56	31	87	123
5/16/2012	06:00 PM	8	7	15	62	37	99	114
5/16/2012	12:00 PM	10	10	20	59	34	93	113
5/16/2012	07:00 PM	8	4	12	54	43	97	109
5/16/2012	09:00 AM	16	12	28	48	22	70	98
5/16/2012	11:00 AM	16	9	25	48	24	72	97
5/16/2012	08:00 AM	14	6	20	50	26	76	96
5/16/2012	01:00 PM	18	11	29	34	21	55	84
5/16/2012	10:00 AM	10	6	16	44	23	67	83
5/16/2012	06:00 AM	14	6	20	35	16	51	71
5/16/2012	08:00 PM	1	4	5	29	24	53	58
5/16/2012	09:00 PM	3	4	7	27	20	47	54
5/16/2012	05:00 AM	8	1	9	14	5	19	28
5/16/2012	04:00 AM	2	2	4	11	2	13	17
5/16/2012	10:00 PM	2	2	4	4	8	12	16
5/16/2012	11:00 PM	4	0	4	4	5	9	13
5/16/2012	12:00 AM	2	1	3	2	0	2	5
5/16/2012	03:00 AM	1	0	1	2	1	3	4
5/16/2012	01:00 AM	1	1	2	1	0	1	3
5/16/2012	02:00 AM	1	0	1	2	0	2	3
Daily Total		227	156	383	872	522	1394	1777

RADAR SPEED DISTRIBUTION SHEET

CITY OF WESTMINSTER

Chinook Ave BETWEEN Springdale and Willow

DATE: 5/16/2012

SURVEY BY: HP

TIME: 3:15 PM - 4:15 PM

CHECKED BY: AO

SPEED	NUMBER OF VEHICLES																									VEH.	PCT.	CUM. PCT.
	5					10					15					20					25							
60																										0	0.0%	100.0%
																										0	0.0%	100.0%
																										0	0.0%	100.0%
																										0	0.0%	100.0%
55																										0	0.0%	100.0%
																										0	0.0%	100.0%
																										0	0.0%	100.0%
																										0	0.0%	100.0%
50																										0	0.0%	100.0%
																										0	0.0%	100.0%
																										0	0.0%	100.0%
																										0	0.0%	100.0%
45																										0	0.0%	100.0%
																										0	0.0%	100.0%
																										0	0.0%	100.0%
																										0	0.0%	100.0%
40	X	X																								0	0.0%	100.0%
	X	X																								2	1.8%	100.0%
																										0	0.0%	96.4%
	X	X	X																							3	2.7%	96.4%
	X	X	X	X																						4	3.6%	93.6%
	X	X	X	X																						4	3.6%	90.0%
	X	X	X	X	X	X	X	X	X	X	X														10	9.1%	86.4%	
	X	X	X	X	X	X	X	X	X	X	X														9	8.2%	77.3%	
35	X	X	X																							3	2.7%	69.1%
	X	X	X	X	X	X	X																			7	6.4%	66.4%
	X	X	X	X	X	X	X	X	X	X	X														11	10.0%	60.0%	
	X	X	X	X	X	X	X	X																	8	7.3%	50.0%	
	X	X	X	X	X	X	X	X	X	X	X														10	9.1%	42.7%	
	X	X	X	X																					4	3.6%	33.6%	
	X	X	X	X	X	X	X	X	X	X	X	X													11	10.0%	30.0%	
	X	X	X	X	X	X	X	X	X																8	7.3%	20.0%	
30	X	X	X																							3	2.7%	12.7%
	X	X	X	X	X	X	X																		7	6.4%	10.0%	
	X	X	X	X																					4	3.6%	3.6%	
																									0	0.0%	0.0%	
20																										0	0.0%	0.0%
																										0	0.0%	0.0%
																										0	0.0%	0.0%
																										0	0.0%	0.0%
15																										0	0.0%	0.0%
																										0	0.0%	0.0%
																										0	0.0%	0.0%
																										0	0.0%	0.0%
TOTAL VEHICLES																									110			

UPPER LIMIT 10 MPH PACE: 34 MPH

LOWER LIMIT 10 MPH PACE: 25 MPH

PERCENT OVER PACE: 13.6 %

PERCENT IN PACE: 73.6 %

PERCENT UNDER PACE: 12.7 %

85th PERCENTILE SPEED: 33.9 MPH

MEDIAN SPEED: 0.0 MPH

15th PERCENTILE SPEED: 24.3 MPH

RADAR SPEED DISTRIBUTION SHEET

CITY OF WESTMINSTER

Chinook Ave BETWEEN Springdale and Willow

DATE: 5/16/2012

SURVEY BY: HP

TIME: 3:15 PM - 4:15 PM

CHECKED BY: AO

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	98.2%
38					X	96.4%
37					X	96.4%
36					X	93.6%
35					X	90.0%
34					X	86.4%
33					X	82.7%
32					X	79.0%
31					X	75.3%
30					X	71.6%
29					X	68.0%
28					X	64.4%
27					X	60.8%
26					X	57.2%
25					X	53.6%
24					X	50.0%
23					X	46.4%
22					X	42.7%
21					X	39.1%
20					X	35.4%
19					X	31.8%
18					X	28.2%
17					X	24.5%
16					X	20.9%
15					X	17.3%

UPPER LIMIT 10 MPH PACE: 34 MPH
 LOWER LIMIT 10 MPH PACE: 25 MPH
 PERCENT OVER PACE: 13.6 %
 PERCENT IN PACE: 73.6 %
 PERCENT UNDER PACE: 12.7 %

85th PERCENTILE SPEED: 33.9 MPH
 MEDIAN SPEED: 0.0 MPH
 15th PERCENTILE SPEED: 24.3 MPH

Intersection Only
Date

Chinook / Cascade
03/01/2007 - 05/09/2012

Report Number

Date

Time

District

Direction

Type of Coll

Mtr Veh
Involved With

Dir of Travel 1

Movement
Prec Coll 1

Dir of Travel 2

Movement
Prec Coll 2

Primary Cause

Inj

Killed



ALL-WAY STOP WARRANT

INTERSECTION: Chinook Ave and Cascade St

If any one of the conditions (1,2,3 or 4) listed below is met and **the volume of traffic on the intersecting streets should be approximately equal (5)**, the intersection may warrant an all-way stop sign installation. Other criteria may also be considered per MUTCD, however, the final determination should be based upon engineering judgment.

		SATISFIED
1. Where a traffic signal is warranted and recommended, and the need is urgent, the all-way stop is an interim measure that can be installed if appropriate.		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
2. A collision pattern exists as indicated by 5 or more reported collisions (in a 12-month period) of a type susceptible to correction* by an all-way stop installation. *These include right angle as well as right and left-turn collisions. Correctible Collisions in a 12-Month Period: <u>0</u>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
3. Minimum Volume: a. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day. 8 Highest Hours Entering Traffic: <u>842</u> 1 Hour Average: <u>105</u> Criteria Met: YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> And b. The combined vehicular, pedestrian and bicycle volume entering from the minor street (total of both approaches) averages 200 or more units per hour for the same 8 hours as in 3a., with an average delay to the minor street vehicular volume of at least 30 seconds per vehicle during the maximum hour. 8 Hours Combined Minor Street Volume and Pedestrians: <u>205</u> 1 Hour Average: <u>26</u> Average Delay: <u>5</u> Criteria Met: YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> But b. When the 85th percentile approach speed of the major street traffic exceeds 40 miles per hour, the maximum vehicular volume warrant is 70% of the above values. 85th %: <u>34 MPH</u> 70% Rule Applies? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
4. Where no single criterion is satisfied, but where Criteria 2, 3a and 3b are satisfied to 80% of the minimum values. Criteria Met: YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
5. 24 Hour Traffic Volume <u>Chinook: 1394</u> Support: The volume ratio should be approximately 1:1 indicating that traffic volumes on the major & minor streets are approximately equal. 24 Hour Traffic Volume <u>Cascade: 383</u> Volume Ratio: <u>1: 0.27</u>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
The all-way stop warrant is met if any one of conditions 1,2 3 or 4 is met and condition 5 should also be satisfied . If engineering judgement prevails, it should be noted in the comments below. Option: Other criteria that may be considered: If visibility cannot otherwise be addressed, there is a need to control vehicle-pedestrian conflicts (or bicycle) near high pedestrian/bicycle generators, left-turn or right-angle conflicts, or the traffic operation of an intersection of two residential streets of similar design and operational characteristics would be improved by an all-way stop.		WARRANTED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
Comments:		
Prepared by : Hoa Pham Date: 5/22/2012		
Checked by: Adolfo Ozaeta Date: 5/22/2012		



May 9, 2012

Adolfo

Traffic Engineering Dept./City of Westminster

Dear Adolfo,

As per our conversation, enclosed is our neighborhood petition for a stop sign at the corner of Chinook Avenue and Cascade Street. There are many young children on our street and we are all concerned about not only their safety, but also the safety of adults. Chinook is used for a shortcut to the mall. When parents are in a hurry to drop off their children at school, they race down the street in a hurry all of the time. When Springdale is backed up, people cut through Chinook. The tow trucks are constantly racing down the street. Two weekends ago a tow truck driver had a car on his bed and was towing another car behind him at the same time and was doing at least 50 MPH. God forbid a child had a lapse of judgment and ran into the street; he would not have been able to stop that heavy load in time. Many neighbors we spoke to said they don't even allow their children to play in the front of their homes because they don't feel safe. That is truly sad. We all feel making a four way stop would make our neighborhood much safer. We know that generally speaking these types of things don't happen until there is a problem. We are trying fix this now so there is NEVER a problem. Thank you very much for your time. Please contact me with any updates or if you require anything further. Please notify as soon as possible with the first meeting date so I can notify my neighborhood as soon as possible. Please call me at 714-357-0065 or email natteluk1972@yahoo.com.

Sincerely Trying to Make our Neighborhood Safe,

Natalie Mercado

A handwritten signature in blue ink, appearing to read 'Natalie Mercado'. The signature is fluid and stylized, with a long horizontal stroke extending to the right.

STOP SIGN PETITION

March 11, 2012

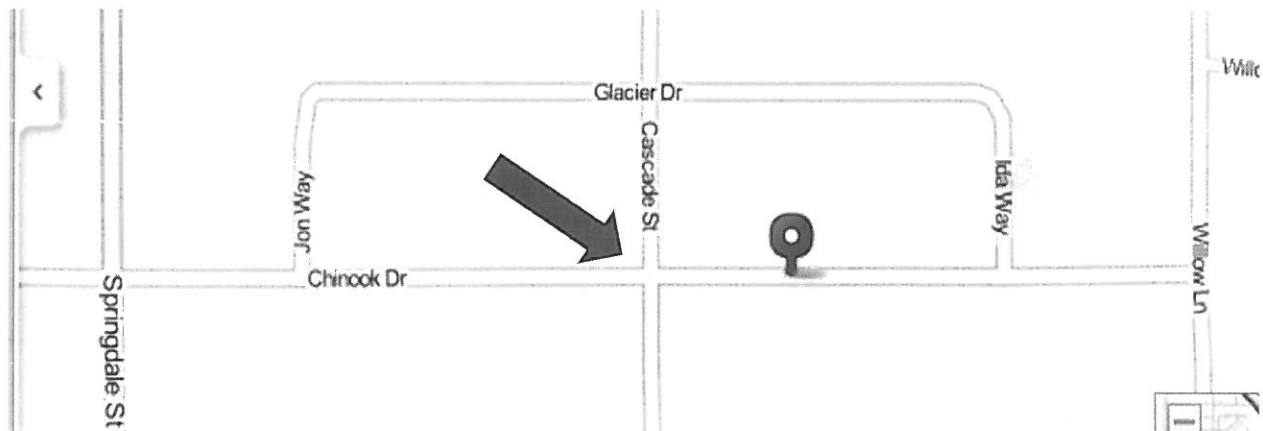
We, residents of Westminster would like to petition for a 4- way stop sign at the corner of Cascade Street & Chinook Avenue. PArnts picking up their children and dropping off their children at the Hebrew Academy are racing down our street at very high speeds. We have a lot of young children in our neighborhood always outside playing and we feel that it is not safe for them. It is also unsafe for residents backing out of our driveways having people racing down our streets so fast. The towing company is constantly speeding down our streets too. We feel that if a 4-way stop sign was put in, our neighborhood would be lot safer. We have petitioned before and it didn't go through. It seems to have gotten worse. The last time we tried petitioning for a stop sign, the patrol officer was monitoring Chinook on a Jewish holiday.

That day was not a good day, because the Hebrew academy was closed that day and there wasn't the daily rush for pick up and drop off of children that day. We really need something to slow day the traffic.

Chinook Avenue, between Springdale and Willow is a street that is 4 blocks of non stop traffic in a residential area. We really want something put in place to slow it down.

The excessive speeding is outrageous and has been reported to the city and police many times. In order to stop the speeding and have the community be safer is to put a stop sign in both ways.

This petition is important for the community because it could save many lives and stop people from breaking the law.



Name	Address
1 <u>[Signature]</u>	<u>6211 chinook</u>
2 <u>BACK PETERSON</u>	<u>6221 chinook</u>
3 <u>Back & Lindy Coomes</u>	<u>6152 Chinook</u>
4 <u>Andrew & Mia Hardin</u>	<u>6132 Chinook</u>
5 <u>[Signature]</u>	<u>6132 6231 Glacier</u>
6 <u>David & Paula Nieto</u>	<u>6102 Chinook</u>
7 <u>Deanne Honda</u>	<u>6092 Chinook Ave</u>

8	Debra Antin	6151 Chinook
9	Sue Baker	6041 Glacier
10	Costi Grillo	14291 Willow Ln
11	Diane Landrum	6272 Chinook Avenue
12	Daniel Landrum	6272 Chinook Ave Westport, WA
13	Shannon Royes	14360 Willow Lane
14	Tan Royes	14360 Willow Lane
15	Noah Royes	14360 Willow Lane
16	Alex Royes	14360 Willow Lane
17	Richard Landrum	14261 Willow Lane
18	Richard Landrum	14261 Willow Lane
19	Frank Grillo	14291 Willow
20	Johnny Thomas	6071 Chinook
21	Ernie Flores	6252 Chinook
22	DAVID SCHREEDER	6092 CHINOOK
23	KRISTI SCHREEDER	6092 CHINOOK
24	STEVEN SCHREEDER	6092 CHINOOK
25	Parker Landrum	6272 Chinook Ave
26	Tom GRAVELINE	4221 GLACIER DR,
27	Chuck Ramer	14291 Fox Way
28	Alexis Landrum	6272 Chinook
29	ROBERT COOMES	6152 CHINOOK
30	Mikaila Coomes on behalf of Robert	6152 Chinook Ave.
31	Jasper Coomes on behalf of Rosalind	6152 Chinook Ave.
32	Galini Rodriguez	6181 CHINOOK AVE.
33	Ernie Flores on behalf of Karen	6252 Chinook
34	Ernie Flores on behalf of Sophia	6252 Chinook

- 35 Ernie Flores on behalf of Matthew 6252 Chinook
- 36 Ernie Flores on behalf of Francesca 6252 Chinook.
- 37 Natalio Mercado on behalf of Jim Mercado 6182 Chinook Ave.
- 38 Natalio Mercado 6182 Chinook Avenue.
- 39 Eddie Mercado 6182 CHINOOK AVENUE.
- 40 Brittney Petty 6072 Chinook Ave
- 41 Mary Benny 6072 Chinook Ave
- 42 Christopher Jensen 6192 Chinook Ave.
- 43 LANG STANBURY / MATTHEW 6232 CHINOOK AVE.
- 44 WONNE MATTHEWS 6262 CHINOOK AVE
- 45 SUN QUINN MATTHEWS 6262 CHINOOK AVE
- 46 Diana del Prado 14461 Fairview Ln, NB 714-402-2177
- 47 Moe Rardin 6246 Chinook Ave. 714-448-9663
- 48 Ashly Robinson 14301 Willow Lane, Westminster
- 49 Tony Robinson 14301 Willow Lane, Westminster
- 50 Steve Thompson 6231 Chinook Ave. Westminster
- 51 HUNG DUY BUI 6191 CHINOOK AVE, WESTMINSTER
- 52 MARK SPIJKERS 6172 Chinook Ave, Westminster
- 53 Jeremy Beckman 6131 Chinook Ave, Westminster
- 54 Vicki Lee Blair 6091 CHINOOK AVE WESTMINSTER
- 55 Wilhelmina Potter 6061 Chinook Ave, Westminster
- 56 Dave Huynh 6022 CHINOOK AVE, WESTMINSTER.
- 57 PHUONG LE 6022 CHINOOK AVE, WESTMINSTER, CA92683
- 58 THE TRAN 6022 - CHINOOK, AVE WESTMINSTER
- 59 Tina Maure 6002 Chinook Ave Westm.
- 60 LISA TAYLOR 6112 CHINOOK AV WESTMINSTER CA
- 61 Rafael 6182 Chinook Ave Westm. 92683

45-

62	Natalia Mercado on behalf of Gain Mercado	6182 Chinook Ave.
63	Eddie Merri	6182 Chinook Ave
64	Dawn Jorman	6172 Glacier Dr.
65	Neepa Canale	6222 Glacier Dr
66	Josh Canale	6222 Glacier Dr
67	Cheryl Braveline	6221 Glacier Dr
68	Tom Grunewald	622 Glacier Dr
69	ODILZA TELLO	6261 Glacier Dr
70	Peta Hernandez	6261 Glacier Dr.
71	Angela Hlad	6261 Glacier Dr
72	Joe TRENT	14282 IDA WAY
73	Yvonne Katz	14292 IDA WAY
74	AL MORPHEW	14292 IDA WAY
75	Omid Hosseinmard	6211 Chinook
76	DAO HONG NGUYEN	6191 CHINOOK AVE
77	RANDY FIELDS	14302 IDA WAY
78	Tina Fields	14302 Ida Way
79	JIMMY WEBSTER	6152 GLACIER, 92683
80	Anisch Dalpi	6172 Chinook Ave, 92683
81	Anisch Dalpi on behalf of River Sprijkers	6172 Chinook Ave 92683
82	W D	6181 Chinook Ave 92683
83	W D on behalf of Dominic Rodriguez	6181 Chinook Ave 92683
84	Jorge del Prado	14461 Fairview Lane H.B. CA 92647
85	W D on behalf of Julianna Rodriguez	6181 Chinook Ave 92683
86	Gabriel Rodriguez	6181 CHINOOK AVE 92683
87	Vincent	14461 Fairview Way 92647
88	Chock Ramsey	14291 Ida way west

- 89 Glenn 14291 Jon Way Westm.
- 90 SUE BAUER 6041 GLACIER DR, WESTMINSTER
- 91 ERIC WATANABE 6031 GLACIER 92683
- 92 ERIC WATANABE ON BEHALF OF KATE WATA 6031 GLACIER 92683
- 93 Kelley Letua Kelly Letua 14591 Yucca Cir. HB 92647
- 94 Al Letua 14591 Yucca Cir HB 92647
- 95 Ginger Prudholme 14402 Fairview Ln. Huntington Bch, CA 92647
- 96 Mark Letua 6122 Anacapa Dr. HB CA 92647
- 97 Manica L. Harney 6062 Anacapa Dr.
- 98 Peter C. Harney 6062 Anacapa Dr.
- 99 Jim C. 6122 Anacapa Dr. HB, CA 92647
- 100 Mike 6131 Anacapa Dr. HB CA 92647
- 101 ANTHONY GENTY 6042 CHINOOK AVE WESTMINSTER CA 92683
- 102 Robin Genty 6042 Chinook Ave Westminster CA 92683

May 29, 2012

TO: Traffic Commission

SUBJECT: T.C. 74-186
Update of the Engineering and Traffic Surveys for:

Bolsa Chica Road between Garden Grove Boulevard and Rancho Road

Westminster Boulevard between Bolsa Chica Road and Springdale Street

Bolsa Avenue between Beach Boulevard and Magnolia Street

RECOMMENDATION:

That the Traffic Commission recommend approval of the update of the Engineering and Traffic Surveys for Bolsa Chica Road between Garden Grove Boulevard - Rancho Road, Westminster Boulevard between Bolsa Chica Road - Springdale Street, and Bolsa Avenue between Beach Boulevard – Magnolia Street.

DISCUSSION:

The City has completed the installation of raised landscaped medians on Bolsa Chica Road between Garden Grove Boulevard and Rancho Road, Westminster Boulevard between Bolsa Chica Road and Springdale Street, and Bolsa Avenue between Beach Boulevard and Magnolia Street. The installation of the subject landscape medians requires re-evaluation of the non-statutory speed limits. The lack of an adequate study effectively precludes police officers from using radar enforcement. The intent of this legislation is to protect the public from “revenue speed traps” and requires agencies to set both realistic and safe speed limits. Through adoption of this study, the Police Department will be able to enforce posted speed limits using radar equipment.

These roadways were last surveyed in September 2010, before the landscape median projects were constructed.

City staff, using a calibrated radar gun, conducted speed surveys at the subject roadway segments to determine the existing vehicular travel speeds. A minimum of 100 observations were recorded (50 per direction) on arterial and collector streets during weekday off-peak hours. The data was compiled and then processed to calculate useful statistical information such as the 85th percentile speed, 10 mile per hour pace speed, percent of vehicles within the 10 mile per hour pace, median speed and other related data for analysis.

City staff also performed field observations to determine the new roadway characteristics, conditions, adjacent land uses, pedestrian and bicycle activity, and identify roadway characteristics that are not readily apparent to drivers.

The following standards have been implemented in the California MUTCD and used in the subject study:

- The speed limit shall be established at the nearest increment of the 85th percentile.
- If the 5 mph reduction is applied, the Engineering and Traffic Survey shall document in writing the conditions and justification for the reduced speed limit and be approved by a registered Civil or Traffic Engineer.

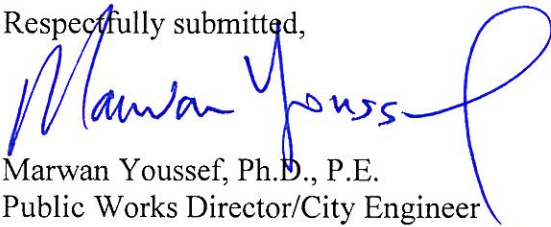
Staff conducted the speed surveys in May 2012 for the aforementioned segments of Bolsa Chica Road, Westminster Boulevard, and Bolsa Avenue and the recommended speed limits are as follows:

Street	Segment	Existing Posted Speed Limit - MPH	85th Percentile – MPH (2012 Survey)	Recomm. Speed Limit - MPH	Comments
Bolsa Chica Road	Garden Grove/ Westminster	50	52.4	50	No Change
	Westminster/Rancho	45	46.4	45	No Change
Westminster Boulevard	Bolsa Chica/Milan	45	46.2	45	No Change
	Milan/Rancho	45	46.4	45	No Change
	Rancho/Springdale	40	41.1	40	No Change
Bolsa Avenue	Beach/Newland	40	41.4	40	No Change
	Newland/Magnolia	40	40.6	40	No Change

Overall results of this study disclose that, with the recommended findings, speed limits on the subject streets are established at proper levels, and that the courts should uphold citations issued through radar enforcement.

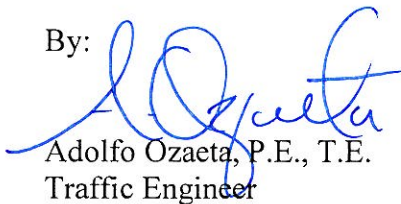
Staff recommends that the Traffic Commission approve the revised updates to the 2012 City of Westminster Engineering and Traffic Survey.

Respectfully submitted,



Marwan Youssef, Ph.D., P.E.
Public Works Director/City Engineer

By:



Adolfo Ozaeta, P.E., T.E.
Traffic Engineer

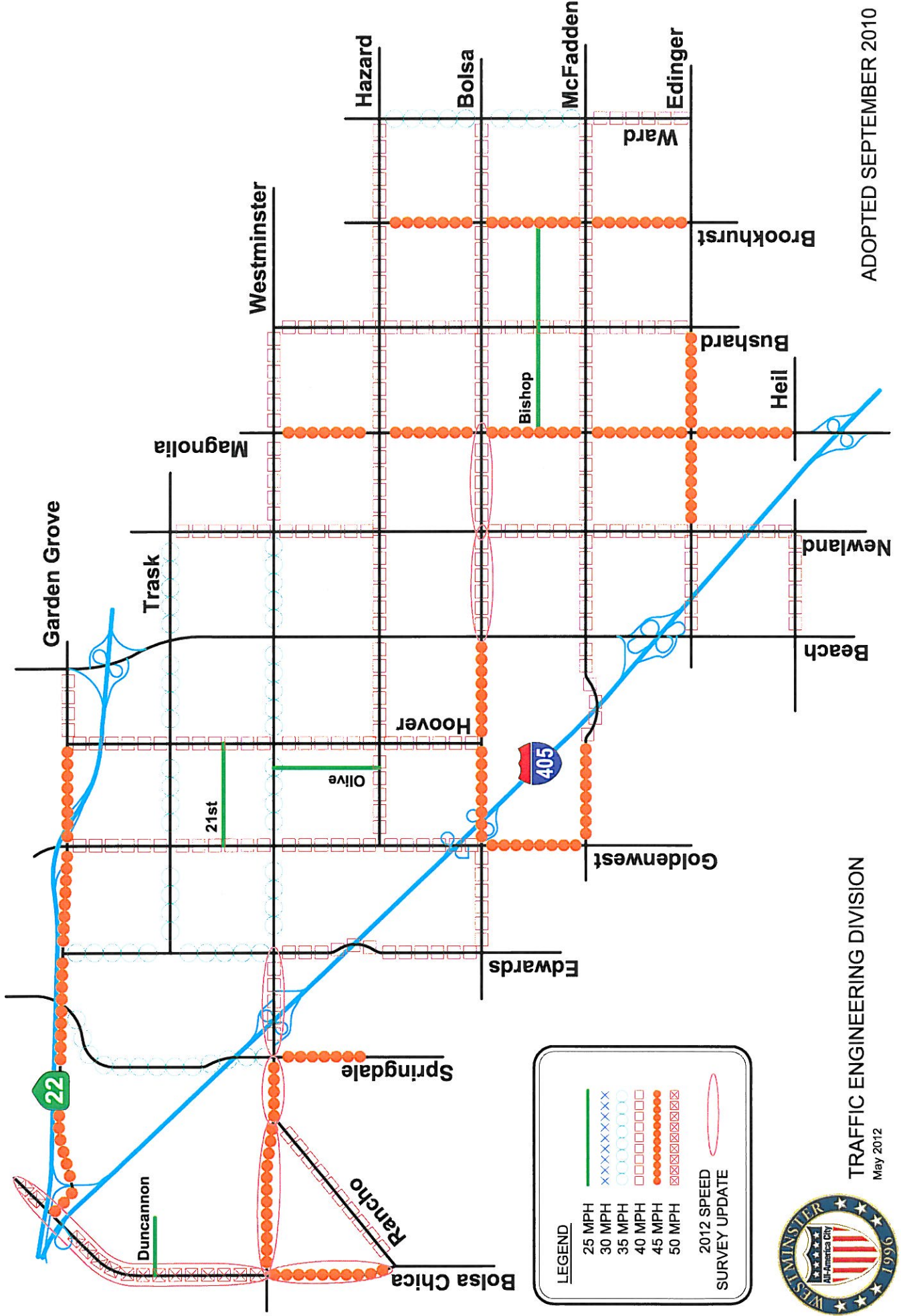
Attachment:

Revised City of Westminster Engineering and Traffic Survey

CITY OF WESTMINSTER SPEED LIMIT MAP



NOT TO SCALE



LEGEND

25 MPH

30 MPH

35 MPH

40 MPH

45 MPH

50 MPH

2012 SPEED SURVEY UPDATE



TRAFFIC ENGINEERING DIVISION
May 2012

ADOPTED SEPTEMBER 2010

CITY OF WESTMINSTER
2012
ENGINEERING AND TRAFFIC SURVEY

SEGMENT 6

Street Surveyed	Bolsa	From: Beach	To: Newland
Date	4/25/2012	Day: Wednesday	Time: 10:00 AM To 11:00 AM
Weather	<input checked="" type="checkbox"/> Clear	<input type="checkbox"/> Cloudy	<input type="checkbox"/> Fog <input type="checkbox"/> Hot <input checked="" type="checkbox"/> Cool
Posted Speed Limit (MPH)	<input type="checkbox"/> 25	<input type="checkbox"/> 30	<input checked="" type="checkbox"/> 35 <input type="checkbox"/> 40 <input type="checkbox"/> 45 <input type="checkbox"/> 50
Number of Lanes	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input checked="" type="checkbox"/> Four <input type="checkbox"/> Six
Daily Traffic Volume (ADT)	29,500		
Median	<input checked="" type="checkbox"/> Raised	<input type="checkbox"/> Painted	<input type="checkbox"/> 2WLT
On-Street Parking	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Bike Lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Sidewalks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Street Lighting	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Curb and Gutter	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Number of Driveways	27		
OCTA Bus Stops	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
OCFCD, Channel	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Street Length (FT)	<input checked="" type="checkbox"/> 2640	<input type="checkbox"/> 5280	<input type="checkbox"/> Other
Street Grading	<input checked="" type="checkbox"/> Flat	<input type="checkbox"/> Sloped	
Truck Route	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Street Width (FT)	<input type="checkbox"/> 60	<input type="checkbox"/> 80	<input type="checkbox"/> 100 <input checked="" type="checkbox"/> 120 <input type="checkbox"/> Other:
Road Condition	<input type="checkbox"/> New	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/> Very Poor
Mid-block Crosswalks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Land Use	<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Residential
School	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Name: Demille ES
Parks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Name:

PAST 2 YEARS ACCIDENT HISTORY

Number of Mid-Block Accidents ¹ 4
Accident Rate per MVM 0.37
Expected Accident Rate per MVM ² 4.95

RECOMMENDED SPEED LIMIT: 40 MPH

REMARKS:

Change - Based on 85th Percentile, Dense Driveways, School Xing

¹ Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008

² Reference for Expected Accident Rates: 2007 Collision Data on California State Highways
(Road Miles, Travel, Collisions, and Collision Rates)

85th PERCENTILE SPEED:	41.4	MPH
MEDIAN SPEED:	39.6	MPH
15th PERCENTILE SPEED:	37.9	MPH

RADAR SPEED DISTRIBUTION SHEET

CITY OF WESTMINSTER

BOLSA BETWEEN BEACH AND NEWLAND

DATE: 4/25/2012

SURVEY BY: HP

TIME: 10:00 AM - 11:00 PM

CHECKED BY: AO

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60						X 100.0%
59						X 100.0%
58						X 100.0%
57						X 100.0%
56						X 100.0%
55						X 100.0%
54						X 100.0%
53						X 100.0%
52						X 100.0%
51						X 100.0%
50						X 100.0%
49						X 100.0%
48						X 100.0%
47						X 100.0%
46						X 100.0% }PACE
45						X 97.4% }PACE
44						X 95.6% }PACE
43						X 92.1% }PACE
42						X 89.5% }PACE
41						X 82.5% }PACE -- -85PCT
40						X 58.8% }PACE
39						X 34.2% }PACE --- -MEAN
38						X 15.8% }PACE
37						X 5.3% }PACE --- -15PCT
36						X 3.5%
35						X 0.9%
34						X 0.0%
33						X 0.0%
32						X 0.0%
31						X 0.0%
30						X 0.0%
29						X 0.0%
28						X 0.0%
27						X 0.0%
26						X 0.0%
25						X 0.0%
24						X 0.0%
23						X 0.0%
22						X 0.0%
21						X 0.0%
20						X 0.0%
19						X 0.0%
18						X 0.0%
17						X 0.0%
16						X 0.0%
15						X 0.0%

UPPER LIMIT 10 MPH PACE: 46 MPH

LOWER LIMIT 10 MPH PACE: 37 MPH

PERCENT OVER PACE: 2.6 %

PERCENT IN PACE: 96.5 %

PERCENT UNDER PACE: 3.5 %

85th PERCENTILE SPEED: 41.4 MPH

MEDIAN SPEED: 39.6 MPH

15th PERCENTILE SPEED: 37.9 MPH

CITY OF WESTMINSTER
2012
ENGINEERING AND TRAFFIC SURVEY

SEGMENT 7

Street Surveyed	Bolsa	From: Newland	To: Magnolia	
Date	4/25/2012	Day: Wednesday	Time: 9:00 AM	To 10:00 AM
Weather	<input checked="" type="checkbox"/> Clear	<input type="checkbox"/> Cloudy	<input type="checkbox"/> Fog	<input type="checkbox"/> Hot <input checked="" type="checkbox"/> Cool
Posted Speed Limit (MPH)	<input type="checkbox"/> 25	<input type="checkbox"/> 30	<input type="checkbox"/> 35	<input checked="" type="checkbox"/> 40 <input type="checkbox"/> 45 <input type="checkbox"/> 50
Number of Lanes	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input checked="" type="checkbox"/> Four	<input type="checkbox"/> Six
Daily Traffic Volume (ADT)	23,000			
Median	<input checked="" type="checkbox"/> Raised	<input type="checkbox"/> Painted	<input type="checkbox"/> 2WLT	
On-Street Parking	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Bike Lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
Sidewalks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Street Lighting	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Curb and Gutter	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Number of Driveways	10			
OCTA Bus Stops	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
OCFCD, Channel	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
Street Length (FT)	<input checked="" type="checkbox"/> 2640	<input type="checkbox"/> 5280	<input type="checkbox"/> Other	
Street Grading	<input checked="" type="checkbox"/> Flat	<input type="checkbox"/> Sloped		
Truck Route	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Street Width (FT)	<input type="checkbox"/> 60	<input type="checkbox"/> 80	<input type="checkbox"/> 100	<input checked="" type="checkbox"/> 120 <input type="checkbox"/> Other:
Road Condition	<input type="checkbox"/> New	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor <input type="checkbox"/> Very Poor
Mid-block Crosswalks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
Land Use	<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Residential	
School	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Name:	Hayden ES
Parks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Name:	

PAST 2 YEARS ACCIDENT HISTORY

Number of Mid-Block Accidents ¹ 7
Accident Rate per MVM 0.83
Expected Accident Rate per MVM ² 4.45

RECOMMENDED SPEED LIMIT: 40 MPH

REMARKS:

No Change - School Xing

¹ Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008

² Reference for Expected Accident Rates: 2007 Collision Data on California State Highways
(Road Miles, Travel, Collisions, and Collision Rates)

RADAR SPEED DISTRIBUTION SHEET

CITY OF WESTMINSTER

BOLSA BETWEEN NEWLAND AND MAGNOLIA

DATE: 4/25/2012

SURVEY BY: HP

TIME: 9:00 AM - 10:00 AM

CHECKED BY: AO

SPEED	NUMBER OF VEHICLES																									VEH.	PCT.	CUM. PCT.
	5					10					15					20					25							
60																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
55																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
50																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
45	X	X																							2	1.7%	100.0%	
	X																								1	0.9%	98.3%	
	X																								1	0.9%	97.4%	
	X	X	X	X	X																				5	4.3%	96.6%	
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	24	20.5%	92.3%	
40	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	22	18.8%	71.8%	
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	25	21.4%	53.0%	
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X									15	12.8%	31.6%		
	X	X	X	X	X	X	X	X	X	X	X	X	X	X										14	12.0%	18.8%		
	X	X	X																						3	2.6%	6.8%	
35	X	X	X	X	X																				5	4.3%	4.3%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
30																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
25																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
20																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
15																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
TOTAL VEHICLES																									117			

UPPER LIMIT 10 MPH PACE: 44 MPH

LOWER LIMIT 10 MPH PACE: 35 MPH

PERCENT OVER PACE: 1.7 %

PERCENT IN PACE: 98.3 %

PERCENT UNDER PACE: 0.0 %

85th PERCENTILE SPEED: 40.6 MPH

MEDIAN SPEED: 38.9 MPH

15th PERCENTILE SPEED: 36.7 MPH

RADAR SPEED DISTRIBUTION SHEET

CITY OF WESTMINSTER

BOLSA BETWEEN NEWLAND AND MAGNOLIA

DATE: 4/25/2012

SURVEY BY: HP

TIME: 9:00 AM - 10:00 AM

CHECKED BY: AO

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	98.3% }PACE
43					X	97.4% }PACE
42					X	96.6% }PACE
41				X		92.3% }PACE
40				X		71.8% }PACE -- -85PCT
39			X			53.0% }PACE
38		X				31.6% }PACE --- -MEAN
37	X					18.8% }PACE
36	X					6.8% }PACE --- -15PCT
35	X					4.3% }PACE
34	X					0.0%
33	X					0.0%
32	X					0.0%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 44 MPH

LOWER LIMIT 10 MPH PACE: 35 MPH

PERCENT OVER PACE: 1.7 %

PERCENT IN PACE: 98.3 %

PERCENT UNDER PACE: 0.0 %

85th PERCENTILE SPEED: 40.6 MPH

MEDIAN SPEED: 38.9 MPH

15th PERCENTILE SPEED: 36.7 MPH

CITY OF WESTMINSTER
2012
ENGINEERING AND TRAFFIC SURVEY

SEGMENT 11

Street Surveyed	Bolsa Chica	From:	Garden Grove	To:	Westminster
Date	4/23/2012	Day:	Monday	Time:	9:00 AM To 10:00 AM
Weather	<input checked="" type="checkbox"/> Clear	<input type="checkbox"/> Cloudy	<input type="checkbox"/> Fog	<input type="checkbox"/> Hot	<input checked="" type="checkbox"/> Cool
Posted Speed Limit (MPH)	<input type="checkbox"/> 25	<input type="checkbox"/> 30	<input type="checkbox"/> 35	<input type="checkbox"/> 40	<input type="checkbox"/> 45 <input checked="" type="checkbox"/> 50
Number of Lanes	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input type="checkbox"/> Four	<input checked="" type="checkbox"/> Six	
Daily Traffic Volume (ADT)	44,900				
Median	<input checked="" type="checkbox"/> Raised	<input type="checkbox"/> Painted	<input type="checkbox"/> 2WLT		
On-Street Parking	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			
Bike Lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			
Sidewalks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Street Lighting	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Curb and Gutter	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Number of Driveways	2				
OCTA Bus Stops	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
OCFCD, Channel	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Street Length (FT)	<input type="checkbox"/> 2640	<input checked="" type="checkbox"/> 5280	<input type="checkbox"/> Other		
Street Grading	<input checked="" type="checkbox"/> Flat	<input checked="" type="checkbox"/> Sloped			
Truck Route	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Street Width (FT)	<input type="checkbox"/> 60	<input type="checkbox"/> 80	<input type="checkbox"/> 100	<input checked="" type="checkbox"/> 120	<input type="checkbox"/> Other:
Road Condition	<input type="checkbox"/> New	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor	<input type="checkbox"/> Very Poor
Mid-block Crosswalks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			
Land Use	<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Residential		
School	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Name:		
Parks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Name:		

PAST 2 YEARS ACCIDENT HISTORY

Number of Mid-Block Accidents ¹ 32
Accident Rate per MVM 0.98
Expected Accident Rate per MVM ² 1.95

RECOMMENDED SPEED LIMIT: 50 MPH

REMARKS:

No Change - Based on 85th Percentile, Horizontal & Vertical Alignment

¹ Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008

² Reference for Expected Accident Rates: 2007 Collision Data on California State Highways
(Road Miles, Travel, Collisions, and Collision Rates)

RADAR SPEED DISTRIBUTION SHEET

CITY OF WESTMINSTER

BOLSA CHICA BETWEEN GARDEN GROVE AND WESTMINSTER

DATE: 4/23/2012

SURVEY BY: HP

TIME: 9:00 AM - 10:00 AM

CHECKED BY: AO

SPEED	NUMBER OF VEHICLES																									VEH.	PCT.	CUM. PCT.
	5					10					15					20					25							
60																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
	X	X																							2	1.6%	100.0%	
	X	X																							2	1.6%	98.4%	
	X	X																							2	1.6%	96.9%	
	X	X	X																						3	2.3%	95.3%	
	X	X	X	X	X	X	X																		7	5.4%	93.0%	
	X	X	X	X	X	X																			6	4.7%	87.6%	
	X	X	X	X	X	X	X	X	X	X	X	X	X	X												15	11.6%	82.9%
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	28	21.7%	71.3%
50	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	25	19.4%	49.6%	
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					21	16.3%	30.2%		
	X	X	X	X	X	X	X	X	X	X	X													12	9.3%	14.0%		
	X	X	X	X																				4	3.1%	4.7%		
	X	X																						2	1.6%	1.6%		
45																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
40																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
35																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
30																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
25																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
20																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
15																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
TOTAL VEHICLES																									129			

UPPER LIMIT 10 MPH PACE: 56 MPH

LOWER LIMIT 10 MPH PACE: 47 MPH

PERCENT OVER PACE: 4.7 %

PERCENT IN PACE: 95.3 %

PERCENT UNDER PACE: 1.6 %

85th PERCENTILE SPEED: 52.4 MPH

MEDIAN SPEED: 50.0 MPH

15th PERCENTILE SPEED: 48.1 MPH

RADAR SPEED DISTRIBUTION SHEET

CITY OF WESTMINSTER

BOLSA CHICA BETWEEN GARDEN GROVE AND WESTMINSTER

DATE: 4/23/2012

SURVEY BY: HP

TIME: 9:00 AM - 10:00 AM

CHECKED BY: AO

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60						X 100.0%
59						X 100.0%
58						X 100.0%
57						X 98.4%
56						X 96.9% }PACE
55					X	95.3% }PACE
54					X	93.0% }PACE
53				X		87.6% }PACE
52				X		82.9% }PACE -- -85PCT
51			X			71.3% }PACE
50		X				49.6% }PACE --- -MEAN
49		X				30.2% }PACE
48	X					14.0% }PACE --- -15PCT
47	X					4.7% }PACE
46	X					1.6%
45	X					0.0%
44	X					0.0%
43	X					0.0%
42	X					0.0%
41	X					0.0%
40	X					0.0%
39	X					0.0%
38	X					0.0%
37	X					0.0%
36	X					0.0%
35	X					0.0%
34	X					0.0%
33	X					0.0%
32	X					0.0%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 56 MPH

LOWER LIMIT 10 MPH PACE: 47 MPH

PERCENT OVER PACE: 4.7 %

PERCENT IN PACE: 95.3 %

PERCENT UNDER PACE: 1.6 %

85th PERCENTILE SPEED: 52.4 MPH

MEDIAN SPEED: 50.0 MPH

15th PERCENTILE SPEED: 48.1 MPH

CITY OF WESTMINSTER
2012
ENGINEERING AND TRAFFIC SURVEY

SEGMENT 12

Street Surveyed	Bolsa Chica	From:	Westminster	To:	Rancho
Date	4/23/2012	Day:	Monday	Time:	10: 00 AM To 11:00 AM
Weather	<input checked="" type="checkbox"/> Clear	<input type="checkbox"/> Cloudy	<input type="checkbox"/> Fog	<input type="checkbox"/> Hot	<input checked="" type="checkbox"/> Cool
Posted Speed Limit (MPH)	<input type="checkbox"/> 25	<input type="checkbox"/> 30	<input type="checkbox"/> 35	<input type="checkbox"/> 40	<input checked="" type="checkbox"/> 45 <input type="checkbox"/> 50
Number of Lanes	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input type="checkbox"/> Four	<input checked="" type="checkbox"/> Six	
Daily Traffic Volume (ADT)	47,650				
Median	<input checked="" type="checkbox"/> Raised	<input type="checkbox"/> Painted	<input type="checkbox"/> 2WLT		
On-Street Parking	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			
Bike Lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			
Sidewalks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Street Lighting	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Curb and Gutter	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Number of Driveways	4				
OCTA Bus Stops	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
OCFCD, Channel	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Street Length (FT)	<input type="checkbox"/> 2640	<input checked="" type="checkbox"/> 5280	<input type="checkbox"/> Other		
Street Grading	<input checked="" type="checkbox"/> Flat	<input type="checkbox"/> Sloped			
Truck Route	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Street Width (FT)	<input type="checkbox"/> 60	<input type="checkbox"/> 80	<input type="checkbox"/> 100	<input checked="" type="checkbox"/> 120	<input type="checkbox"/> Other:
Road Condition	<input type="checkbox"/> New	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor	<input type="checkbox"/> Very Poor
Mid-block Crosswalks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			
Land Use	<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Residential		
School	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Name:		
Parks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Name:		

PAST 2 YEARS ACCIDENT HISTORY

Number of Mid-Block Accidents ¹ **15**
Accident Rate per MVM **0.67**
Expected Accident Rate per MVM ² **1.95**

RECOMMENDED SPEED LIMIT: 45 MPH

REMARKS:

No Change - Horizontal Alignment, R/R Xing

¹ Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008

² Reference for Expected Accident Rates: 2007 Collision Data on California State Highways
(Road Miles, Travel, Collisions, and Collision Rates)

CITY OF WESTMINSTER
BOLSA CHICA BETWEEN WESTMINSTER AND RANCHO
DATE: 4/23/2012 SURVEY BY: HP
TIME: 10:00 AM - 11:00 AM CHECKED BY: AO

UPPER LIMIT 10 MPH PACE:	48	MPH			
LOWER LIMIT 10 MPH PACE:	39	MPH	85th PERCENTILE SPEED:	46.4	MPH
PERCENT OVER PACE:	3.1	%	MEDIAN SPEED:	44.5	MPH
PERCENT IN PACE:	96.9	%	15th PERCENTILE SPEED:	42.2	MPH
PERCENT UNDER PACE:	0.0	%			

RADAR SPEED DISTRIBUTION SHEET

CITY OF WESTMINSTER

BOLSA CHICA BETWEEN WESTMINSTER AND RANCHO

DATE: 4/23/2012

SURVEY BY: HP

TIME: 10:00 AM - 11:00 AM

CHECKED BY: AO

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60						X 100.0%
59						X 100.0%
58						X 100.0%
57						X 100.0%
56						X 100.0%
55						X 100.0%
54						X 100.0%
53						X 100.0%
52						X 100.0%
51						X 100.0%
50						X 99.2%
49						X 97.6%
48						X 96.9% }PACE
47						X 91.3% }PACE
46						X 81.1% }PACE ---85PCT
45						X 58.3% }PACE
44						X 40.2% }PACE ---MEAN
43						X 23.6% }PACE
42						X 13.4% }PACE ---15PCT
41						X 8.7% }PACE
40						X 5.5% }PACE
39						X 1.6% }PACE
38						X 0.0%
37						X 0.0%
36						X 0.0%
35						X 0.0%
34						X 0.0%
33						X 0.0%
32						X 0.0%
31						X 0.0%
30						X 0.0%
29						X 0.0%
28						X 0.0%
27						X 0.0%
26						X 0.0%
25						X 0.0%
24						X 0.0%
23						X 0.0%
22						X 0.0%
21						X 0.0%
20						X 0.0%
19						X 0.0%
18						X 0.0%
17						X 0.0%
16						X 0.0%
15						X 0.0%

UPPER LIMIT 10 MPH PACE: 48 MPH

LOWER LIMIT 10 MPH PACE: 39 MPH

PERCENT OVER PACE: 3.1 %

PERCENT IN PACE: 96.9 %

PERCENT UNDER PACE: 0.0 %

85th PERCENTILE SPEED: 46.4 MPH

MEDIAN SPEED: 44.5 MPH

15th PERCENTILE SPEED: 42.2 MPH

CITY OF WESTMINSTER
2012
ENGINEERING AND TRAFFIC SURVEY

SEGMENT 80

Street Surveyed	Westminster	From: Bolsa Chica	To: Milan		
Date	4/23/2012	Day: Monday	Time: 11:00 AM	To 12:00 PM	
Weather	<input checked="" type="checkbox"/> Clear	<input type="checkbox"/> Cloudy	<input type="checkbox"/> Fog	<input type="checkbox"/> Hot	<input checked="" type="checkbox"/> Cool
Posted Speed Limit (MPH)	<input type="checkbox"/> 25	<input type="checkbox"/> 30	<input type="checkbox"/> 35	<input type="checkbox"/> 40	<input checked="" type="checkbox"/> 45 <input type="checkbox"/> 50
Number of Lanes	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input checked="" type="checkbox"/> Four	<input type="checkbox"/> Six	
Daily Traffic Volume (ADT)	15,650				
Median	<input checked="" type="checkbox"/> Raised	<input type="checkbox"/> Painted	<input type="checkbox"/> 2WLT		
On-Street Parking	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Bike Lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			
Sidewalks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Street Lighting	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Curb and Gutter	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Number of Driveways	9				
OCTA Bus Stops	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
OCFCD, Channel	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			
Street Length (FT)	<input checked="" type="checkbox"/> 2640	<input type="checkbox"/> 5280	<input type="checkbox"/> Other		
Street Grading	<input checked="" type="checkbox"/> Flat	<input type="checkbox"/> Sloped			
Truck Route	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Street Width (FT)	<input type="checkbox"/> 60	<input type="checkbox"/> 80	<input checked="" type="checkbox"/> 100	<input type="checkbox"/> 120	<input type="checkbox"/> Other:
Road Condition	<input type="checkbox"/> New	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	<input type="checkbox"/> Very Poor
Mid-block Crosswalks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			
Land Use	<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Residential		
School	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Name: _____		
Parks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Name: _____		

PAST 2 YEARS ACCIDENT HISTORY

Number of Mid-Block Accidents ¹ 6
Accident Rate per MVM 0.97
Expected Accident Rate per MVM ² 3.35

RECOMMENDED SPEED LIMIT: 45 MPH

REMARKS:

No Change

¹ Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008

² Reference for Expected Accident Rates: 2007 Collision Data on California State Highways
(Road Miles, Travel, Collisions, and Collision Rates)

CITY OF WESTMINSTER
WESTMINSTER BETWEEN BOLSA CHICA AND MILAN
DATE: 4/23/2012 SURVEY BY: HP
TIME: 11:00 AM - 12:00 PM CHECKED BY: AO

UPPER LIMIT 10 MPH PACE:	51	MPH			
LOWER LIMIT 10 MPH PACE:	42	MPH	85th PERCENTILE SPEED:	46.2	MPH
PERCENT OVER PACE:	0.9	%	MEDIAN SPEED:	44.5	MPH
PERCENT IN PACE:	99.1	%	15th PERCENTILE SPEED:	42.5	MPH
PERCENT UNDER PACE:	0.9	%			

RADAR SPEED DISTRIBUTION SHEET

CITY OF WESTMINSTER

WESTMINSTER BETWEEN BOLSA CHICA AND MILAN

DATE: 4/23/2012

SURVEY BY:

HP

TIME: 11:00 AM - 12:00 PM

CHECKED BY:

AO

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	99.1% }PACE
49					X	97.4% }PACE
48					X	94.7% }PACE
47					X	90.4% }PACE
46				X	X	83.3% }PACE ---85PCT
45			X			64.0% }PACE
44		X	X			36.8% }PACE ---MEAN
43		X				22.8% }PACE
42	X					7.0% }PACE ---15PCT
41	X					0.9%
40	X					0.0%
39	X					0.0%
38	X					0.0%
37	X					0.0%
36	X					0.0%
35	X					0.0%
34	X					0.0%
33	X					0.0%
32	X					0.0%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 51 MPH
 LOWER LIMIT 10 MPH PACE: 42 MPH
 PERCENT OVER PACE: 0.9 %
 PERCENT IN PACE: 99.1 %
 PERCENT UNDER PACE: 0.9 %

85th PERCENTILE SPEED: 46.2 MPH
 MEDIAN SPEED: 44.5 MPH
 15th PERCENTILE SPEED: 42.5 MPH

CITY OF WESTMINSTER
2012
ENGINEERING AND TRAFFIC SURVEY

SEGMENT 81

Street Surveyed	Westminster	From: Milan	To: Rancho	
Date	4/23/2012	Day: Monday	Time: 2:00 PM	To 3:00 PM
Weather	<input checked="" type="checkbox"/> Clear	<input type="checkbox"/> Cloudy	<input type="checkbox"/> Fog	<input type="checkbox"/> Hot <input checked="" type="checkbox"/> Cool
Posted Speed Limit (MPH)	<input type="checkbox"/> 25	<input type="checkbox"/> 30	<input type="checkbox"/> 35	<input type="checkbox"/> 40 <input checked="" type="checkbox"/> 45 <input type="checkbox"/> 50
Number of Lanes	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input checked="" type="checkbox"/> Four	<input type="checkbox"/> Six
Daily Traffic Volume (ADT)	15,650			
Median	<input checked="" type="checkbox"/> Raised	<input type="checkbox"/> Painted	<input type="checkbox"/> 2WLT	
On-Street Parking	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Bike Lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
Sidewalks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Street Lighting	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Curb and Gutter	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Number of Driveways	2			
OCTA Bus Stops	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
OCFCD, Channel	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
Street Length (FT)	<input checked="" type="checkbox"/> 2640	<input type="checkbox"/> 5280	<input checked="" type="checkbox"/> Other	
Street Grading	<input checked="" type="checkbox"/> Flat	<input type="checkbox"/> Sloped		
Truck Route	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Street Width (FT)	<input type="checkbox"/> 60	<input type="checkbox"/> 80	<input checked="" type="checkbox"/> 100	<input type="checkbox"/> 120 <input type="checkbox"/> Other:
Road Condition	<input type="checkbox"/> New	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor <input type="checkbox"/> Very Poor
Mid-block Crosswalks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
Land Use	<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Residential	
School	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Name: _____	
Parks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Name: _____	

PAST 2 YEARS ACCIDENT HISTORY

Number of Mid-Block Accidents ¹ **1**
 Accident Rate per MVM **0.46**
 Expected Accident Rate per MVM ² **3.95**

RECOMMENDED SPEED LIMIT: 45 MPH

REMARKS:

No Change

¹ Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008

² Reference for Expected Accident Rates: 2007 Collision Data on California State Highways
 (Road Miles, Travel, Collisions, and Collision Rates)

RADAR SPEED DISTRIBUTION SHEET

CITY OF WESTMINSTER

WESTMINSTER BETWEEN MILAN AND RANCHO

SURVEY BY: HP

CHECKED BY: AO

SPEED	NUMBER OF VEHICLES																				VEH.	PCT.	CUM. PCT.
	5				10				15				20				25						
60																					0	0.0%	100.0%
																					0	0.0%	100.0%
																					0	0.0%	100.0%
																					0	0.0%	100.0%
																					0	0.0%	100.0%
55																					0	0.0%	100.0%
																					0	0.0%	100.0%
																					0	0.0%	100.0%
																					0	0.0%	100.0%
																					0	0.0%	100.0%
50	X																				1	0.8%	100.0%
	X	X																			2	1.7%	99.2%
	X																				1	0.8%	97.5%
	X	X	X	X	X																5	4.2%	96.6%
	X	X	X	X	X	X	X	X	X	X	X	X	X								14	11.9%	92.4%
45	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	31	26.3%	80.5%
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	28	23.7%	54.2%
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		22	18.6%	30.5%
	X	X	X																		3	2.5%	11.9%
	X	X	X																		3	2.5%	9.3%
40	X	X	X	X	X	X	X														7	5.9%	6.8%
	X																				1	0.8%	0.8%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
35																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
30																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
25																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
20																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
15																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
																					0	0.0%	0.0%
TOTAL VEHICLES																					118		

UPPER LIMIT 10 MPH PACE: 50 MPH

85th PERCENTILE SPEED: 46.4 MPH

MEDIAN SPEED: 44.8 MPH

15th PERCENTILE SPEED: 43.2 MPH

RADAR SPEED DISTRIBUTION SHEET

CITY OF WESTMINSTER

WESTMINSTER BETWEEN MILAN AND RANCHO

DATE: 4/23/2012

SURVEY BY: HP

TIME: 2:00 PM - 3:00 AM

CHECKED BY: AO

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60						X 100.0%
59						X 100.0%
58						X 100.0%
57						X 100.0%
56						X 100.0%
55						X 100.0%
54						X 100.0%
53						X 100.0%
52						X 100.0%
51						X 100.0%
50						X 99.2% }PACE
49						X 97.5% }PACE
48						X 96.6% }PACE
47						X 92.4% }PACE
46				X		80.5% }PACE ---85PCT
45			X			54.2% }PACE
44		X				30.5% }PACE ---MEAN
43	X					11.9% }PACE ---15PCT
42	X					9.3% }PACE
41	X					6.8% }PACE
40	X					0.8%
39	X					0.0%
38	X					0.0%
37	X					0.0%
36	X					0.0%
35	X					0.0%
34	X					0.0%
33	X					0.0%
32	X					0.0%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 50 MPH
 LOWER LIMIT 10 MPH PACE: 41 MPH
 PERCENT OVER PACE: 0.8 %
 PERCENT IN PACE: 98.3 %
 PERCENT UNDER PACE: 0.8 %

85th PERCENTILE SPEED: 46.4 MPH
 MEDIAN SPEED: 44.8 MPH
 15th PERCENTILE SPEED: 43.2 MPH

CITY OF WESTMINSTER
2012
ENGINEERING AND TRAFFIC SURVEY

SEGMENT 82

Street Surveyed	Westminster	From:	Rancho	To:	Springdale
Date	4/23/2010	Day:	Monday	Time:	3:00 PM To 4:00 PM
Weather	<input checked="" type="checkbox"/> Clear	<input type="checkbox"/> Cloudy	<input type="checkbox"/> Fog	<input type="checkbox"/> Hot	<input checked="" type="checkbox"/> Cool
Posted Speed Limit (MPH)	<input type="checkbox"/> 25	<input type="checkbox"/> 30	<input type="checkbox"/> 35	<input checked="" type="checkbox"/> 40	<input type="checkbox"/> 45 <input type="checkbox"/> 50
Number of Lanes	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input checked="" type="checkbox"/> Four	<input type="checkbox"/> Six	
Daily Traffic Volume (ADT)	28,700				
Median	<input checked="" type="checkbox"/> Raised	<input type="checkbox"/> Painted	<input type="checkbox"/> 2WLT		
On-Street Parking	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Bike Lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			
Sidewalks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Street Lighting	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Curb and Gutter	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Number of Driveways	22				
OCTA Bus Stops	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
OCFCD, Channel	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			
Street Length (FT)	<input type="checkbox"/> 2640	<input type="checkbox"/> 5280	<input checked="" type="checkbox"/> Other		
Street Grading	<input checked="" type="checkbox"/> Flat	<input type="checkbox"/> Sloped			
Truck Route	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			
Street Width (FT)	<input type="checkbox"/> 60	<input type="checkbox"/> 80	<input checked="" type="checkbox"/> 100	<input type="checkbox"/> 120	<input type="checkbox"/> Other:
Road Condition	<input type="checkbox"/> New	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	<input type="checkbox"/> Very Poor
Mid-block Crosswalks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			
Land Use	<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Residential		
School	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Name:		
Parks	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Name:		

PAST 2 YEARS ACCIDENT HISTORY

Number of Mid-Block Accidents ¹ 17
Accident Rate per MVM 2.62
Expected Accident Rate per MVM ² 3.95

RECOMMENDED SPEED LIMIT: 40 MPH

REMARKS:

No Change - Dense Driveways

¹ Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008

² Reference for Expected Accident Rates: 2007 Collision Data on California State Highways
(Road Miles, Travel, Collisions, and Collision Rates)

RADAR SPEED DISTRIBUTION SHEET

CITY OF WESTMINSTER

WESTMINSTER BETWEEN RANCHO AND SPRINGDALE

DATE: 4/23/2012

SURVEY BY: HP

TIME: 3:00 PM - 4:00 PM

CHECKED BY: AO

SPEED	NUMBER OF VEHICLES																									VEH.	PCT.	CUM. PCT.
	5	10	15	20	25																							
60																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
55																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
50																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
																									0	0.0%	100.0%	
45	X																								1	0.8%	100.0%	
	X	X	X	X	X																				5	4.0%	99.2%	
	X	X																							2	1.6%	95.2%	
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		12	9.7%	93.5%	
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	21	16.9%	83.9%	
40	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	33	26.6%	66.9%	
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	26	21.0%	40.3%	
	X	X	X	X	X	X	X	X	X	X	X	X													13	10.5%	19.4%	
	X	X	X																						3	2.4%	8.9%	
	X	X	X	X	X	X																			6	4.8%	6.5%	
35	X	X																							2	1.6%	1.6%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
30																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
25																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
20																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
15																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
																									0	0.0%	0.0%	
TOTAL VEHICLES																									124			

UPPER LIMIT 10 MPH PACE: 44 MPH

LOWER LIMIT 10 MPH PACE: 35 MPH

PERCENT OVER PACE: 0.8 %

PERCENT IN PACE: 99.2 %

PERCENT UNDER PACE: 0.0 %

85th PERCENTILE SPEED: 41.1 MPH

MEDIAN SPEED: 39.4 MPH

15th PERCENTILE SPEED: 37.6 MPH

RADAR SPEED DISTRIBUTION SHEET

CITY OF WESTMINSTER

WESTMINSTER BETWEEN RANCHO AND SPRINGDALE

DATE: 4/23/2012

SURVEY BY: HP

TIME: 3:00 PM - 4:00 PM

CHECKED BY: AO

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60						X 100.0%
59						X 100.0%
58						X 100.0%
57						X 100.0%
56						X 100.0%
55						X 100.0%
54						X 100.0%
53						X 100.0%
52						X 100.0%
51						X 100.0%
50						X 100.0%
49						X 100.0%
48						X 100.0%
47						X 100.0%
46						X 100.0%
45						X 100.0%
44						X 99.2% }PACE
43						X 95.2% }PACE
42						X 93.5% }PACE
41						X 83.9% }PACE --85PCT
40						X 66.9% }PACE
39						X 40.3% }PACE ---MEAN
38						X 19.4% }PACE
37						X 8.9% }PACE ---15PCT
36						X 6.5% }PACE
35						X 1.6% }PACE
34						X 0.0%
33						X 0.0%
32						X 0.0%
31						X 0.0%
30						X 0.0%
29						X 0.0%
28						X 0.0%
27						X 0.0%
26						X 0.0%
25						X 0.0%
24						X 0.0%
23						X 0.0%
22						X 0.0%
21						X 0.0%
20						X 0.0%
19						X 0.0%
18						X 0.0%
17						X 0.0%
16						X 0.0%
15						X 0.0%

UPPER LIMIT 10 MPH PACE: 44 MPH
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